









<p><b>HARBOUR MASTER'S REPORT</b>  <b>FOR 1890.</b>          The following report by the Harbour          Master was laid on the table of the          Legislative Council yesterday :—</p> <p>Harbour Department,          Hongkong, 5th February, 1891.</p> <p>I have the honour to forward the          Returns for this Department for          the ending 31st December, 1890.</p>	<p>18          under          ber,          at H          the          corti</p> <p>MA</p> <p>19          durin          (1.</p>
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The shipping returns show a marked increase in the trade of the colony, the tonnage of arrivals and sailings amounting to 129 million tons, the highest yet recorded, compared with 115 million in the previous year. There were 10,265 arrivals with a tonnage of 6,822,588 tons and 11,965 departures of 6,823,705 tons, a net increase of 1,142,683 tons, and 38,676,393 tons.

The following statement shows the amount of shipping is apportioned:—

	Ship.	Tonnage.	Ship.	Tonnage.
Arrivals	10,265	6,822,588	5,524	3,656,419
Departures	11,965	6,823,705	6,441	4,176,290
Foreign trade	10,265	6,822,588	5,524	3,656,419
Local trade	1,700	1,065,317	1,417	920,871
Total	21,230	12,646,293	11,941	7,777,590

Compared with 1893, there has been a net increase of British tonnage amounting to 454,069 tons and an increase of 1,142,683 tons, or 101 tons, a considerable gain with the arrivals and the departures.

ships shows an increase in 1880 of 136 ships representing 397,469 tons, vessels under Foreign flags an increase of 307 ships and 224,842 tons.

The general trade as represented by the amount of shipping from and to the countries does not show on the present alteration, though there is a marked increase to British bottoms and with regard to Coochin-China, Japan, India and Siam. In the case of the first vessels, the increase is still greater Coochin-China and Siam. There is a considerable revival of the junk trade to Great Britain and the Continent of Europe, the amount of trade does not differ

Since 1880, being indeed nearly 100 years, the export trade in rubber has made great strides in the United Kingdom, and is today under the British flag and the flag of the United Kingdom.

**JUNKS.**

As shown in the foregoing tables, the trade for 1890 amounted to 3,904,562 tons, an increase over the previous year of 1,068,938 tons and 203,851 tons. The trade with Macao shows a falling off from 1880 to 1890, the exception being the year 1887, when it had increased. The chief loss in (junks, however, is in the local (by which is to be understood, the between places within the waters of Hong Kong), in which the returns show that the trade has fallen off from 1880 to 1890, the average of the past years also with the average of the past years, the junk trade of 1890 still an increase of 12,758 tons in the For-trade and 44,051 tons in the local

The subject of the interference of the revenue cruisers with the junk trade of the colony was brought somewhat recently forward during the past year, more than one report was made from out-stations of visits paid by these or their boats to the junk anchored in the south side of the island, also of having been stopped and boarded. In consequence from the evidence of the junk and the Officer-in-Charge of the station, it would seem that the interference took place in Stanley Bay, but in the exact position of the vessels subject to the conflicting evidence of

erated parties, the question of withdrawal of British waters was not considered. During the greater part of the Chinese cruiser has been anchored at Emma Island.

In September, two armed junks were anchored in a small bay on the south coast of the island of Hainan, and it was reported that they were on the look-out for foreigners. Acting under my orders, the in-charge at Aberdeen seized them and had them towed round to Victoria, after taking from them certain flags and articles to be used for the purpose of future identification, they were released and the matter reported.

I should be glad to see a regular and

ance painter of the south coast of Argentine. The vessels engaged were the *San Carlos*, 12 sailing vessels and 18,018 tons, sank after during the year, an average of 88 vessels daily arriving from waters of the colony. Of the steamers 54 were British, and of the others, 54 were "ocean going," of the foreign 2 per cent. were river craft.

**SEAFARERS.**

On the 31st December, there were 1,389 seamen in the Harbour, of these 106 were licensed for the conveyance of passengers, 83 were privately owned, 10 of the property of the Colonial Government. There were in addition 5 launches, the property of the War Department.

—There has been a further falling off in number of Chinese leaving the colony more there than those in China and

Year	Emigration
1867.	1868.
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**REGISTRY OF SHIPPING.**  
—During the year, 7 vessels of 4 071 tons were registered under the provisions of the Merchant Shipping Act, 1864, and 2 vessels of 1 000 tons were cancelled.  
No. 10 of No. XVIII. shows the remainder of the work done in this branch.

**MARINE MAGISTRATE'S COURT.**  
—81 cases were heard in this Court during the year. Refusal of duty (13), and loss of cargo (11) were the principal offences on ships, and leaving without clearance (16), and breach of Harbour Regulations (16), and anchoring in prohibited places in the harbour (10) were the principal offences on tugs.

—The following table will show the number of candidates examined for certificates of competency, distinguishing who were successful and those who failed.

Grade.	Passed.	Failed.
Aspirant engineers.....	30	1
Aspirant mates.....	29	1
Aspirant engineers.....	3	0
Aspirant mates.....	3	0
<b>Total.....</b>	<b>80</b>	<b>2</b>
Aspirant class engineers.....	18	3

Second class engineers.	33	7	3
	<u>        </u>	<u>        </u>	Gold
Total.....	51	10	Boys

... ..	221
... ..	221
... ..	71
... ..	72
... ..	23.10 p. tact
... ..	\$ 6.26

... ..	221
... ..	221
... ..	71
... ..	72
... ..	23.10 p. tact
... ..	\$ 6.26



## Intimations.

## STAG HOTEL,

Queens Road, Hongkong.  
THIS HOTEL, situated in the most central part of Hongkong, is the best place for the accommodation of visitors.

THE TABLE is always supplied with the BEST ARTICLES of the season.

WINE, LIQUORS, &c., of the very best quality only.

CHARGES MODERATE.

HING LEE & Co.,  
Proprietors.

Hongkong, April 15, 1891.

CALDERON, MACGREGOR & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD, HONGKONG.

Agencies in all the Principal Ports of China and Japan.

Hongkong, December 23, 1890.

MAC'S AINE

SPECIAL BLEND OF

SCOTCH WHISKY,

Of unsurpassed body and exquisite and highly refined flavor.

Price, \$10 per Case.

Sole Agent,  
JOHN D. HUTCHISON,

Hongkong, October 30, 1890.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS

HONGKONG TELEPHONE EXCHANGE.

1. Arnold, Harberg & Co.

2. Alho Memorial Hospital.

3. Adamson, Bell & Co.

4. Butterfield & Swire.

5. Brodie, W., Residence.

6. Bellis, W. & Co.

7. Bellis, E. R., The Egypt.

8. Hartigan, Dr. Wm., Queen's Road.

9. Cantile, Dr. J., Queen's Road.

10. Cantile, Dr. Alex., Queen's Road.

11. China & Japan Telephone Co., Ltd.

12. Chater & Vernon.

13. Central Police Station.

14. China Mail.

15. China Bureau Co., Ltd., Steam Saw Mill, Wanchow.

16. Carlotta & Co.

17. Carlotta & Co.

18. Daily Press.

19. Douglas Lapsack & Co.

20. Dain, W. & Co., Ltd.

21. E. & A. China Telegraph Co., Ltd.

22. E. & A. N. J. Residence.

23. E. & A. J. Residence.

24. Foster, F. T. P.

25. Great Northern Telegraph Co.

26. Gibb, Livingston & Co.

27. Government House.

28. Gordon, A. G. & Co., Praya.

29. Gordon, A. G. & Co., Bowington.

30. Government Civil Hospital.

31. Hongkong & Whampoa Dock Co., Ltd.

32. H. K. & W. Dock - Aberdeen Dock.

33. H. K. & W. Dock - Victoria Dock.

34. Hughes & Sons.

35. Holmes & Roly.

36. Hughes, E. J., Residence.

37. H. K. & W. Dock - Victoria Dock.

38. H. K. & W. Dock - Victoria Dock.

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## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY.

Proposed Service from Hongkong, 1891.

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## Mails.

## Occidental &amp; Oriental Steamship Company.

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

Particulars of the proposed service.

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## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK.

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